

THE NATIONAL

Falcon

NEWS

THE MONTHLY MAGAZINE OF THE FALCON CLUB OF AMERICA

AUGUST 2022



ON THE COVER

This month we will begin to feature a story or maybe more in some issues from the 2022 National Meet held in Kingsport, Tennessee. The cover shot was taken in Jonesborough, Tennessee during a cruise at the National Meet. This 1968 Falcon station wagon is, or at least was at the time this photo was taken, owned by Chris Sword (FCA #1965), son of our founder Roy Sword.

The cruise produced quite the parade, sequenced by each group leaving in 15-minute intervals. The cruise traversed through the scenic countryside to the historic town of Jonesborough, which offered many shops and places to hang out on a beautiful, sunny morning. Make sure you read the story of Jonesborough and check out some of the additional photos taken on that cruise and historic town visit on page 4 of the magazine.

To access the online magazine, technical articles, and membership directory, use password FCA1979!

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COMING OCTOBER 2022
NEXT QUARTERLY PRINT EDITION



Jim Guthrie
FCA President

The 2022 National Meet is behind us now and what a great event it was. I hope you were able to be there and share the experience of over 200 fabulous Falcons and Rancheros and nearly 400 members from all over the country, from sea to shining sea.

The facilities were terrific, as was the weather making it enjoyable both indoors and out. Members were able to not only enjoy the facilities, they were able to make the short drive to Kingsport and enjoy restaurants and participate in a local parade.

Thank you to the National Meet working group for all you did all year long to make this meet a success. You certainly set the bar high for next year. Thank you to our sponsors and venders for your support and participation.

Congratulations to the winners in all categories; Falcons, valve covers, and raffles.

Congratulations also go to our new Vice President, Mike Sigler and new member of the Board of Directors, Shaun Small. I look forward to working with you both.

Thank you to Rick Bowes for your work as Vice President these last three years, and to Cristine Bowes for all you have done on the Board of Directors the past five years. I will miss you both.

A new feature this year was the First Timers meet and greet with the FCA officers. More than sixty members participated, and from the feedback I received, this should be an annual event. I am also informed that the Lady's Tea was a big success and that the fifty-five attendees were able to identify the murderer.

The awards banquet was especially fun this year as we were all treated to the comedic talent of the delightful Tammy Pope. She made the time seem short and entertaining. Reminded me of another Texan we were lucky to have had in FCA not so many years ago.

The 2023 National Meet will be in Overland Park, Kansas (near Kansas City). I look forward to seeing you there for another gathering of the Falcon Family. Until then, keep those Falcon on the cruise-car show-coffee and car circuit and remember to attend the Regional meets.

Stay healthy and safe, and I'll see you in Kansas City.

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CRUISE TO JONESBOROUGH

On Thursday preceding the 2022 National Meet in Kingsport, Tennessee, three groups of Falcons exited the Conference Center 15 minutes apart. Lining up single file, they embarked on a beautiful planned cruise through the low hills and elongated ridges that are characteristic of the Appalachian Ridge. Onlookers pulled over and watched the parade of Falcons leave the outskirts of Kingsport. Many waved or honked; others just watched with curiosity.

Upon arrival in the village of Jonesborough, Falconeers parked their cars and ventured through the town at their own pace. A variety of stores were available and some chose to grab an ice cream and sit on the street side or in front of the town's court house. Following is a little bit of information about the town for those who attend the cruise and for those of you who just happen to be history buffs. Cruise pictures are placed in the margins for your enjoyment.

History of Jonesborough

Jonesborough (historically also Jonesboro) is a town in, and the county seat of, Washington County, Tennessee. Its population as of 2021 was 5,791. It is considered to be "Tennessee's oldest town" whose earliest residents were Mound Builders. The Cherokee, Chickasaw, Creek and Shawnee inhabited the region when DeSoto first explored it in 1540.

In 1772, a group of European settlers formed their own government called the Watauga Association. They created one of the first written constitutions in North America, marking the first attempt by Americans at complete self-government. Three years later, the Transylvania Company purchased land from the Cherokees. Daniel Boone, who worked for the company, blazed a trail from Virginia across the mountain at Cumberland Gap to open the land to settlement. His trail is



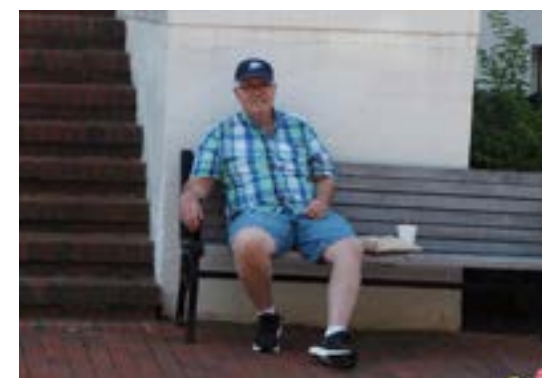
called the Wilderness Road and became the main route to the new settlements. In 1777, Washington County was created by an Act of North Carolina as one of six counties on the western frontier in what later became the State of Tennessee.

Jonesborough was established in 1779, seventeen years before Tennessee was granted statehood. The town was named after North Carolina legislator Willie Jones, who supported North Carolina's westward expansion over the Appalachian Mountains. It became the county seat of Washington County.

The "Over-Mountain men," led by John Sevier, marched over the Great Smoky Mountains and helped to defeat the British at the Battle of King's Mountain on October 7th, 1780.

On December 14, 1784, delegates from these areas convened in Jonesborough to approve the formation of a new state, the State of Franklin, named after one of the great leaders of the American Revolution, Benjamin Franklin. Jonesborough served as the capital of Franklin until a new capital was established in nearby Greeneville. John Sevier, one of the most influential leaders in the development of Franklin, was elected its first governor in March, 1785. Congress, however, never recognized Franklin, which was reclaimed by North Carolina in late 1788.

President Andrew Jackson was no stranger to Jonesborough. A 20-year old self-taught lawyer, Jackson was working in Salisbury, North Carolina, when the opportunity arose for him to go westward and help open court on the Cumberland (now Nashville). Jackson came to Jonesborough in 1788 to await a caravan since traveling alone through Native American territory was dangerous. Jackson stayed in Jonesborough for nearly five months waiting for enough travelers to fill a caravan before traveling to the Cumberland to work as a public prosecutor. He lodged at a two-story log home owned by



Christopher Taylor. Though small by today's standards, Taylor thought his two-room home had enough space to accommodate boarders, his wife, and their 10 children. The 1788 Christopher Taylor Home, one of Jonesborough's oldest buildings, has since been restored and moved to Main Street's Historic District.

Tennessee adopted a constitution in preparation for statehood, with Andrew Jackson helping draw it up. Tennessee became the 16th state on June 1, 1796. John Sevier was elected the first governor. Tennessee's first constitution provided for universal male suffrage, including free blacks, prompting Thomas Jefferson to call it "the least imperfect and most republican" of any state.

The Chester Inn is the oldest building original to Jonesborough's commercial district. William Chester, a medical doctor, constructed the building in 1797 to capitalize on those traveling through Jonesborough on the Great Stage Road. Now fully restored, the wooden frame building is owned by the State of Tennessee. Many famous guests stayed at the Chester Inn during its successful days of operation as an inn including Presidents Andrew Jackson, Andrew Johnson and James K. Polk. It is reported that during Andrew Jackson's stay, he helped fight a nearby fire while wearing only his nightshirt.

Jonesborough is often considered to be the center of the abolitionist movement within the states that would join the Confederacy during the American Civil War. Quaker Elihu Embree printed his publication, *The Emancipator*, from Jonesborough. Publication began in 1820, making *The Emancipator* the first American periodical to be dedicated exclusively to the issue of the abolition of slavery. While Tennessee later joined the Confederacy, most East Tennesseans had Unionist leanings. They were generally subsistence farmers and held relatively few slaves compared to landowners in Middle Tennessee or the plantation areas of the Delta near the Mississippi River.



According to the 1834 Tennessee Gazetteer, in 1833 Jonesborough "contained a population of about 500 inhabitants; eleven lawyers, four physicians, two clergymen, two churches, two academies, four schools, one printing office, four carpenters, three cabinet makers, two bricklayers, one blacksmith, four taverns, two hatters, four tailors, four shoemakers, one silversmith, two wagon makers and one mill." The town experienced a boom during the early 1840s when many of the existing Federal style brick structures were built.

Dr. Samuel Cunningham, another resident of Jonesborough, was an internationally known physician and surgeon of the 18th century. He was self-taught, practicing medicine long before being licensed. Dr. Cunningham built his house on Main Street where it still stands today. Though a well-published writer and skilled surgeon, he was interested in bringing the new and efficient railroad transportation system to Jonesborough. Dr. Cunningham put his medical practice on hold for 10 years to bring the railroad to Jonesborough, serving as president of the East Tennessee and Virginia Railroad from 1849 to 1859. Cunningham and 29 other men, called "The Immortal Thirty," put their own personal properties up for collateral in order to bring the railroad to town. After retiring from the railroad, Dr. Cunningham returned to practicing medicine.

Jonesborough today

The Courthouse is the focal point of the downtown district. It is surrounded by a charming shopping area with a variety of quaint stores. There you will find antiques, clothing, books, locally-produced sweets, a hemp store with ice cream, and other stores offering every kind of knick knacks. The Tennessee Hills Distillery is available for a quick, free tour of the inner workings of a distillery in their historic building.



Today, Jonesborough attracts tourism because of its historical status as Tennessee's oldest town and its significant historic preservation efforts that have preserved a rich architectural fabric. The town's museum describes the local heritage of tobacco farming. The historic Chester Inn, built in 1797, still stands in downtown Jonesborough. The Jonesborough Historic District was listed on the National Register of Historic Places in 1969. The oldest surviving building, the Christopher Taylor House, built in 1777 about a mile outside of the original town limits, was relocated to a lot within the historic district.

Jonesborough is the home to the International Storytelling Center, which holds the annual National Storytelling Festival on the first full weekend in October. The festival builds on the Appalachian cultural tradition of storytelling, and has been drawing people from around the world for more than 35 years. Large tents are pitched in parks around town, and storytellers sit on stages or at the head of the main tent to perform. Occasionally, performances are interrupted for a moment by passing Norfolk Southern Railway trains. The festival inspired the development of a successful storytelling graduate degree program at the nearby East Tennessee State University.

Information for this article came from jonesborough.com and wikipedia.com.



A BLAST FROM THE PAST

CHECKING IN ON A PREVIOUSLY FEATURED FALCON

What happened to this 1964 Falcon Sprint?

This car was featured in the 2014 Falcon News and since its almost college football season, we thought we'd take a look back at this uniquely painted Falcon. Let us know if you've seen it around and update us on its current status..





Having always loved the style and look of Falcons, I purchased my first 1964 Falcon Sprint in 1967. In 1989 I purchased and restored a 1963 Falcon Ranchero. Looking to purchase another 1962–64 Ranchero, I was surfing the web and came across a 1964 in Cape Girardeau, Missouri. My wife and I decided to take a ten-hour drive to look at the Ranchero. I liked what I saw and brought it home. I am the third owner of the car with the original title. After driving it for a week, I decided to change the car to an older car look with a new car drive.

Being an avid Alabama football fan, I decided to have the truck painted Pearl White and Crimson Pearl with elephant graphics on the hood. The interior seats and door panels are all white and crimson leather. The door panels were made to look like an elephant's trunk with the arm rest done in wood then painted Pearl White to look like the elephant tusks.

We started the restoration by removing the front suspension—shock tower, upper and lower A arms, brakes, spindles—then installed a new Mustang front end, coil overs cross member, power steering, disc brakes and two inch drop spindles. We had to cut and move the front fender forward two inches so 17" wheels could be mounted. We installed 17" and 18" chrome Riddler wheels. On the front were 215/45-17 inch tires and on the rear were 245/45-18 inch tires.

On the motor, we removed the old six cylinder and transmission and installed a blueprint 302 engine stroked to 347 cu. in. and mounted an automatic overdrive transmission to the motor. We also installed Fast Fuel injection and Rocky Hinge street drive system with polished 140 amp Powermaster alternator,

polished power steering pump, water pump, AC compressor, and brackets with three inch stainless exhaust and mufflers. The engine bay has new smooth inner fender panels, smoothed firewall and radiator support, which was moved forward with a new aluminum radiator.

The rear end was moved back two and one-half inches and mounted with four triangular bars with coil overs, then narrowed two inches on each side to keep the rear wheels centered in the rear wheel well. We fabricated frame connectors to tie together the front and rear sub-frames. Connectors were then bolted in place and welded.

In the interior of the cab, we fabricated and installed a new console which houses the air conditioner controls and vents, starter button, glove box and storage bin. We then installed six Dakota digital gauges and a new tilt SS steering column. Removal of the bench seat allowed custom seats and door panels to be installed. A custom sound radio with AM/FM six CD changer and iPod was installed. Vintage heat and air system, all AC and water hoses run on the outside of inner fender well, keeping the engine bay clean.



All new wiring was placed throughout the truck and we installed four wheel power disc brakes.

The entire restoration took ten long months. But once I got behind the wheel it was worth the wait. I have my old car look with the new car drive. Restoration was done by Bill and Lester at B & P Street Rod Repair, the interior by Cover Cats, and the paint and graphics by Randy Bush at Southern Pride Custom Paint.

—Jim Morgan (FCA #14844), Foley, Alabama
Featured in the April 2014 Falcon News

Getting To Know Vintage Automobiles...

FORD 1960-61 STARLINERS: TWO VERY UNIQUE STYLES

The Ford Starliner was the fastback version of the Galaxie line of full-size Fords in 1960 and 1961. In 1960, the Starliner hardtop, along with the Sunliner convertible, made up the Galaxie Special Series. It featured the high-level Galaxie trim, but the Galaxie name on the trunklid was replaced by Starliner script. The Ford Starliner shares its name with the 1952–54 Studebaker Starliner and the Lockheed L-1649A airplane.



1960 Starliners and Sunliner convertibles were part of the Ford Galaxie Special Series.



The Starliner was only offered for two model years. In 1960, its radical fastback roof was unlike anything Ford had offered since 1948, and it was attached to one of the most flamboyant designs ever to come from Dearborn. Thin roof pillars, fastback styling and aerodynamics symbolized the 1960s Jet Age design. The 1961 model's roof was perhaps the only recognizable similar feature from the 1960 model. For a car with only two model years, these two may be the most different models ever produced.

The base engine in the 1960 and 1961 models was the aging 292 CID Y-block V-8, with the optional 352 motor that was originally introduced in 1958. In 1961 Ford offered the new Thunderbird 390 cubic-inch motor in three versions with the top line offering in 375 horsepower. There was also a dealer option for a 6V-401 HP that came with a three two-barrel manifold and carb setup in the trunk to be installed by the dealer or the buyer. The engine made wonderful noises from beneath the long hood, courtesy of the solid lifter cam, the low-restriction air cleaner, and the dual exhausts. The 390 Thunderbird Super was a precursor to the 406 and 427. It had a special block with additional ribbing.

The Starliner model has been identified with the resurgence of Ford performance in the early '60s. It led to the 1963½ semi-fastback Sports Hardtop. Autos had become quite drab and commonplace in the post-World-War-II era. Ford Motor Company went public in 1956, outside shareholders were in the picture for the first time since the early 1900s, and big changes were inevitable. Among them came fancier Fords. The retractable Skyliner was heavy and expensive. It's roofline was out of step with styling trends in the late 1950s. Chrysler had introduced its Forward Look line for 1957 with the tagline "Suddenly it's 1960." General Motors responded first, replacing longer, lower, wider designs with the swoopy 1959 body, which included a fastback-style hardtop called the "bubble top." Ford stylists clearly thought something more in the vein of the Forward Look was warranted. After all, Mopar had gotten to 1960 three years early. When the full-size Ford debuted for 1960, along with the new Falcon compact, the new styling was obvious. The trademark round tail lamps were discarded in favor of a half-moon design, which seemed to echo the 1960 Impala. While objectively good looking to many observers, the traditional Ford buyer was repelled, and sales suffered accordingly. Ford's 1960 numbers fell from 1959's 464,336 first model Galaxies to 289,268, of which 68,641 were the new Starliner hardtop.



The flat fins on the 1960 Starliner didn't enthrall buyers and sales numbers reflected their displeasure.

Those who purchased a 1960 Ford got a car that, aside from the driveline, was entirely new. The 1960 Galaxie was longer (213.7 inches on a 119-inch wheelbase), lower, and wider (81.5 inches) than its 1959 counterpart (208 inches long on a 118-inch wheelbase and 76.6 inches wide). The horizontal fins added to the impression of width, and often the breadth is the most memorable feature to those who remember the cars new. The 1960 Ford was also heavy, with a V-8 powered Starliner tipping the scales at 3,667 pounds, versus 3,439 pounds for a 1959 Galaxie Club Victoria.

One place this new Ford body did well was at the racetrack. The extra weight didn't help in the NHRA's stock classes, but Starliner offered a suitable platform for NASCAR teams to build their oval track race cars. The new 360-hp 352-cu.in. FE-series big-block V-8 was highly welcomed. The FE had debuted for 1958 on Ford and Edsel cars with displacements of 332- and 352-cu.in. (Ford) and 361-cu.in. (Edsel), but because of the 1957 AMA racing ban, it was yet to see its performance potential. More pedestrian Starliners could be had with the thrifty 145-hp, 223-cu.in. six-cylinder; the base, 185-hp, 292-cu.in. Y-block V-8; or the 352 V-8 with 235 or 300 hp. Transmission choices were all column shifted: a basic Borg-Warner three-speed manual, an overdrive version of the same, or the well-respected Ford three-speed automatic. For 1961, Ford learned from buyer response and kept what worked—the basic chassis, driveline, and the Starliner roof. They discarded what didn't—the excessive size and GM-like styling—and created a Galaxie that looked entirely new. The full-width grille was totally different, the horizontal fins were replaced by the type first seen in 1957, and the afterburner taillamps were back. On the Galaxie line, ribbed-aluminum stone guards, often termed "washboards," showed up behind the rear wheels.



A host of changes ushered in the 1961 Fords. The 1961 Starliner was a more manageable size than its 1960 predecessor. The 119-inch wheel-base remained, but overall length was down to 209.9 inches. The newer car was also lighter, at 3,615 pounds with the base Y-block V-8, now down-rated to 175 hp. This is, of course, nowhere near the svelte, 2,200 pounds of a Falcon sedan.

Perhaps most welcome to the buying public was the return to round taillamps, a signature Ford feature that dated back to the early 1950s, and was considered less controversial than the curvilinear-polygon lens shape of the 1960 full-size Fords, based on concepts put forth by Ford designers Joe Oros and Jim Darden. Other design features eliminated the boxy look of the 1960 Fords in favor of the sleeker look of the 1961s. A relatively flat hood and, likewise relatively, minuscule canted fins replaced the rear deck and wings of the previous model, which Oros said had been inspired by the Chance Vought F4U Corsair fighter-bomber used by the Navy and Marines during World War II. A new chrome concave grille and brand lettering on the hood gave the car a more understated, sophisticated countenance. The trim appeared brighter, thanks to a revised chroming process. The actual dimensions were minimally scaled back-3.7 inches in length and 1.6 inches in width-even though the stylists managed to make the newer model appear bigger. For the Starliner, one critical design element escaped revisionism. Ford used the exact same roofline for the two-door hardtop in both 1960 and 1961. While the gradually sloping, seemingly lightweight top only looked appropriate on the 1960 models because of the Corsair-like wings, it seems as though Ford revised the full-size cars around that roofline. For the updated models, combined with those canted fins, it gave the cars a thrusting, speedy appearance. Oros has claimed that Ford intended to sell the sporty aspect of the roof only to showroom customers, not to racers. Which makes sense, given that the automobile manufacturers had agreed, in 1957, to stay out of motorsports, at least publicly.



Stock car racers had discovered a significant aerodynamic advantage to the Starliner roofs. Photographs from that time show enormous numbers of 1961 Starliners, chosen for their rooflines, but race results reveal that lighter bodied Pontiacs and Chevrolets dominated the Fords, which only won seven NASCAR Grand National races that year. Strangely, with a performance war in full swing among the automobile manufacturers, Ford scrapped the fastback roof for a more Thunderbird-esque lid in 1962. That performance war did lead to the development of Ford's first 400-plus-horsepower engine, the 390-cu.in. Thunderbird Special V-8. Though a 430-cu.in. Thunderbird Special had existed the year before, but it lagged behind the hottest Interceptor 352-cu.in. V-8 by about 10hp. So Ford bored and stroked the Interceptor to create a 390-cu.in. version, and offered it in four different flavors, from 300hp in the Thunderbird to a 330hp police version to that year's 375hp solid-lifter Thunderbird Special, all using four-barrel carburetors and, interestingly, all producing 427-lbs.ft. at different rpm. The fourth 390, called a 6V Thunderbird Special, used the same 10.6:1 compression ratio and the same solid lifters, but added an aluminum intake manifold and three Holley 2300 two-barrel carburetors to crank out 401hp at 6,000 rpm. It also shared the 375hp version's performance block, which used-on the bottom end-an extra oil-pressure relief valve, larger oil passages, a high-volume oil pump and a larger-diameter generator pulley due to the expected higher rpm loadings.



Curtis Turner driving Glenn Wood's Starliner. Circa 1961.

The Mileage Maker six was also down in power to 135 hp. The big news, however, was with the FE-series engines. The 352 was now relegated to two-barrel induction, with 220 hp. The basic block had been bored and stroked to displace 390-cu.in. for the hotter engines. More practical lead foots could order the hydraulic-lifter 300-hp Thunderbird V-8, and those willing to periodically adjust mechanical lifters could have the 375-hp

Thunderbird Special. A dealer-installed manifold with triple two-barrel carburetors boosted the rating of the 375-hp engine to 401 hp, and proved a credible threat on both the drag strip and the NASCAR tracks. Sales rebounded for 1961, with a total of 349,665 Galaxies produced, though only 29,669 of those were Starliners, making them rarer than the 1960 edition.

Ford gave the Galaxie line a makeover for 1962, which included eliminating the Starliner hardtop to focus solely on the Thunderbird-type formal roof. The losers were those on the NASCAR ovals, where the “box top” roofline proved far less aerodynamic and placed the Ford hardtops at a disadvantage, despite a new 405-hp, 406-cu.in. version of the FE V-8. Ford revived the Starliner roof—in an attempt to skirt the rules— by using a roof called the Starlift. NASCAR disallowed it after just one race, and it appears none were ever sold to the public and few survivors exist today.

Later on, the 1963½ Sports Hardtop revived the aerodynamic properties of the Starliner, though not its actual shape or name. If you look at present-production Mustangs, it’s clear that the Ford Starliner, while around only briefly, had a lasting effect on Ford styling. The styling of the 1960 and ‘61 Fords, was the last hurrah of forward-looking ‘50s optimism in auto design. Those who own a Starliner cherish them and love showing them off at shows. And now, you know a little more about these two-year wonders.



WHERE DID THE BUMPER GO?

Well it was time to put the 1961 Ranchero away for the winter season. I had everything in place but the Ranchero and one enclosed trailer. I have always moved this trailer into storage with the Ranchero. On this day I hooked up the trailer and had to move it ahead 30 feet or so, the same as I had in previous years. Everything was going as planned until I reached the spot where it was to stay for the winter. All of a sudden I heard a loud crashing noise. I got out and walked around to the back of the truck to see what was up and discovered that the right rear bumper mount had broken away from the frame rail and now the corner of the bumper was laying on the garage floor. I quickly unhooked the trailer and unbolted the rear bumper and trailer hitch. I was very lucky that the bumper suffered no damage.

After looking things over I found only two original production spot welds (out of the 12 that were supposed to be there) holding the bumper mount on the frame. With the tongue weight of the trailer on the trailer hitch, the two spot welds were not able to hold it up any longer.

I have hauled several smaller trailers with this Ranchero over the years without any problems. I was very lucky that this didn't happen while going down the highway. This could have happen to you also with a 61-year-old car or truck. There was no rust at all on the rail or the mount. The spot welds were defective from the factory.

When I returned home from our winter stay in Florida, I got to work putting things back together. The first thing I did was grind both sides of the frame rail smooth. Next, I drilled out where all the old spot welds were. It was then time to weld the bumper mount bracket in place. This part went pretty well, but to make sure it never happens again, I also drilled through the frame



The rear of Ranchero is shown with the bumper removed and bumper mount welded in place.

rail and put two 7/16 inch grade eight bolts three inches long through the mount and frame rail with lock washers and nuts as a safety measure.

I drilled the drivers side bracket and frame and added the same two long bolts there as well. Now both sides will never fall off again unless someone removes the bolts and grinds out the spot welds. I don't think that's going to happen.

Everything went back together without issues. Lucky for me the rear bumper was fine and the hitch bolted back in place just like before. I just wanted to let everyone know that If you pull a trailer with your Falcon or Ranchero, you should check your mounts to be sure that they are safe to use as they are. If you have any doubt just drill through your frame rails and put some SAFETY BOLTS in place to be sure. The hour it takes may save you a lot of grief down the road. Happy motoring!

—Tom Bailey (FCA #14048)
Munising, Michigan



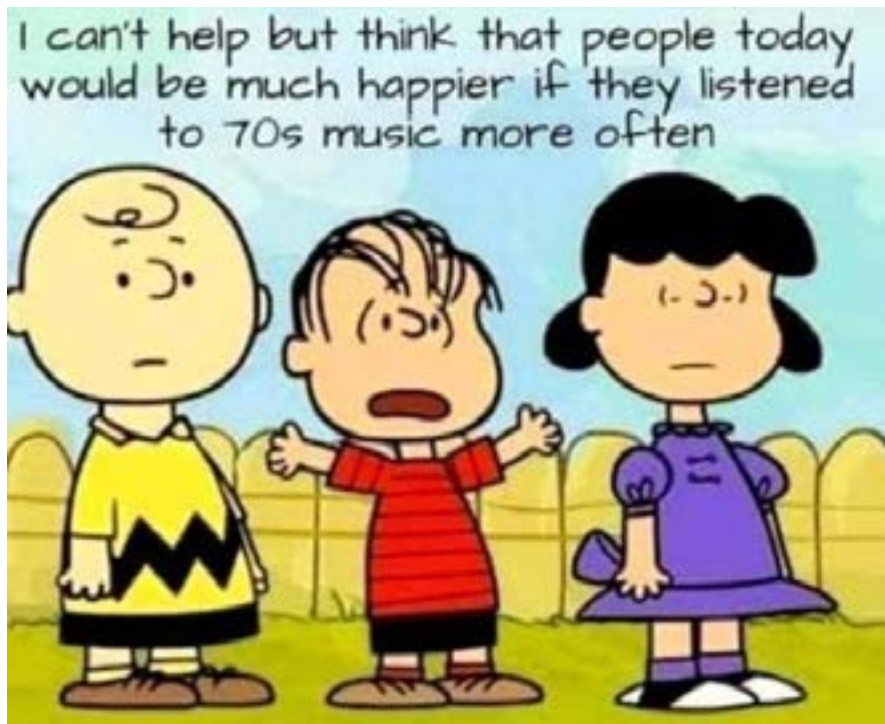
The right side bumper mount as it fell off the Ranchero. This was caused by failed factory spot welds.



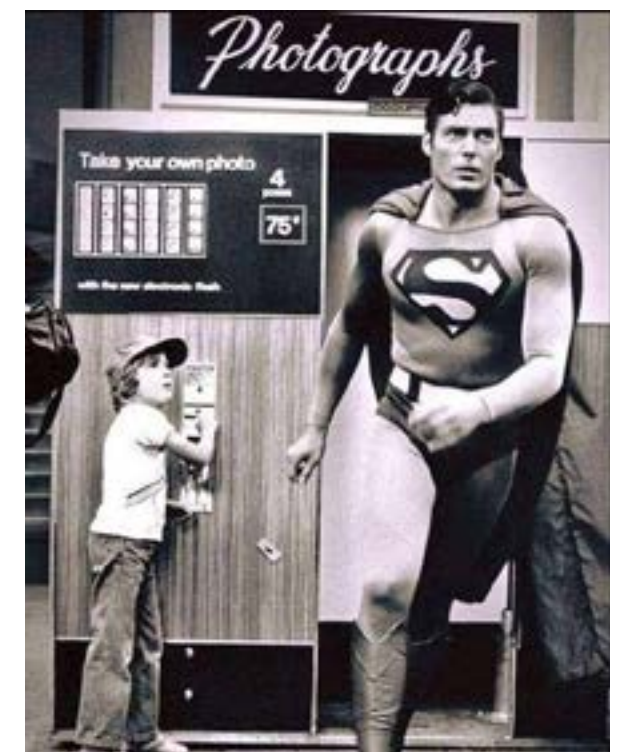
The frame rail is shown after the mount came off. The clean area at the top was the only place that was holding the entire mount on. Out of about 12 spot welds only two were left holding.

Enjoy these fond memories from the past from Joe Zarazua (FCA #13639) of the Metro Detroit Falcon Club. Enjoy them as you ponder these amid the turmoil of life today!





Long ago in a land far, far away!



RESTOMODS IN 1955

CUSTOM CONVERSIONS: 'BIRD AND MERCURY REWORKED

BY MELVIN BECK

FORD TIMES, OCTOBER 1955



Photograph by Joseph Farkas

recently added 1955 Mercury station wagon taillights, and he plans to add positive reading ammeter, oil temperature, and pressure gauges to his instrument panel. The car has regular transmission with overdrive. It will be entered in the Third Annual Continental Divide Rally in Colorado this month.

Pictured here is the first example of Thunderbird restyling to come to our attention. The car is owned by Ken Dunn of Dearborn, a Ford Motor Company employee and a sports car enthusiast. Dunn has equipped the car with a supercharger which is expected to increase the engine's power by 40 per cent. This would yield a total of 260 hp or more.

He has re-routed the exhaust through ports just forward of the rear wheels (right-hand port visible in photograph), installed high-lift rocker arms and tubular push rods, and used lowering blocks to drop the rear end one inch. Dunn has

The photograph here, provided through the courtesy of *Mechanix Illustrated* magazine, shows one of the most startling pieces of car work we have yet come across. It was made from a 1952 Mercury that was badly mangled in a wreck, and is owned by Frank Bronnenkant of Garden City Park, N.Y.



The work was done by Ed Janus, body shop proprietor of Glen Cove, N.Y., who arrived at the "short car look" as a means of salvaging the remaining usable parts of the car. Because of freak circumstances, the head-on collision had damaged principally the middle part of the car. So Janus cut three feet out of the middle, hand fashioning the body contours.

By shortening brake rods and cables, and with clever door hanging, he delivered to Bronnenkant this car of eighty-one-inch wheelbase.

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Burlington, Ontario L7P 1X9
905-335-2834
jnc21@outlook.com

1963

Jim Simmons
389 CR 214
Eureka Springs, Arkansas
479-981-4445
jim@modestojim.net

Vic Falcone
3102 East Old State Road
Schenectady, NY 12303
518-355-7756
vfalcon64@aol.com

1964

Jerry Kratz
216 Highland Ave
North Wales, PA 19454
215-699-2456
kpauto@aol.com

CONVERTIBLE

James Cole
P.O. Box 1858
Dawsonville, GA 30534-0033
404-427-8998
(no email)

HT & SEDAN

Richard E. Alyea
1817 N. Timber Ave.
Bethany, OK 73008-5726
405-789-6592
(no email)

1964/1965 STATION WAGON

Frank Servas
P. O. Box 10
Center Valley, PA 18034
falcon@hypermips.com

1965

Jim Hatcher
8301 W. 92nd Terrace
Overland Park, KS 66212
913-381-5679
(no email)

Steve Springer
6600 Rotan Dr.
Austin, TX 78749
scspringer65@gmail.com

1966

Phil Warren
602 N. Harrison
Springhill, KS 66083
pwwrrn@cebridge.net
913-592-3571

Garry Leanhart
2219 Windy Meadow Drive
Sugar Land, TX 77478
H 281-265-3301
C 832-830-5386
gleanhart1948@gmail.com

1967

Paul Coffey
25308 Arroyo Ct
Caldwell, ID 83607
208-453-9800
paul@moderndriveline.com

1968

Leon Grantham
8108 E. 59th St
Kansas City, MO 64129
816-353-3084
(no email)

Bob Karpenko
5478 South County Line Rd
Middleport, NY 114105
716-735-7547
GreedyMite@Hotmail.com

1969

Bill Walter
1615 Maple Grove Ave
Dayton, OH 45414
937-216-4721
falconbill@woh.rr.com

1970/1970½

Merl Hayn
14942 S. Maple Rd.
Argos, IN 46501-9525
574-892-6309
shaynfamily@aol.com

1961-67 ECONOLINE/CLUB WAGON

Richard E. Alyea, 1817 N. Timber Ave
Bethany, OK 73008-5726
405-789-6592
(no email)

TECH EDITOR

Dick Harrington
rharrington2@stny.rr.com

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Kent Whisenand, Jr.
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720-480-4910
kw65falcon@gmail.com
Meet quarterly

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Greg Lyons
8845 Silver Spur Rd.
Flagstaff, AZ 85014
928-527-1056
lpfgreg@yahoo.com
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Berge Ford, 460 E. Auto Center Dr., Mesa, AZ

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kw65falcon@gmail.com
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402-306-2507
grdd@hotmail.com
Contact rgerdes4@cox.net for details

GATEWAY CHAPTER — ST. LOUIS, MISSOURI

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314-596-8773
kalbert2440@hotmail.com
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LAKE MICHIGAN CHAPTER

Tom Washburn
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Gurnee, IL 60031
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falcontom@hotmail.com
Meeting TBA

METRO DETROIT FALCON CLUB CHAPTER

Jerry Richards
535 Indianwood Rd.
Lake Orion, MI 48362
248-770-5697
richardsgw@aol.com
Meet bi-monthly at Archie's Restaurant, 30471 Plymouth Rd,
Livonia, MI. 48150. Meeting on the first Sunday of each month
starting in February.

MID AMERICA CHAPTER — KANSAS CITY

Mark Killian
913-782-1222 Cell: 816-898-1846
markandmarilyn@embargmail.com
Meet monthly, location and time posted on Facebook page:
Mid America Chapter Falcon Club of America

RAPTOR CHAPTER

Charles T. Mann
P. O. Box One,
Princeton, IL 61356
815-200-6948
falcon1965@gmail.com
Meeting TBA

WHEAT STATE CHAPTER — WICHITA, KANSAS

Steve Preston
wheatstatefalcons.
president@gmail.com
Meet second Saturday, even months

NORTH EASTERN REGION

REGIONAL DIRECTOR

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Trenton, OH 45067
513-312-8799
falconwagon62@yahoo.com

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Mike Barren
1310 E Blood Rd.,
Cowlesville, NY 14037
585-652-5985
Meetings TBA

HOOSIER CHAPTER — GREENWOOD, INDIANA

Dan and Jan Brancolini
2112 Wood Stream Dr.,
Avon, IN 46123
317-374-3580
dpbranco@aol.com
Meet first Sunday monthly
Edwards Drive-In, 2126 S. Sherman Dr.,
Indianapolis, 317-418-8301

KEYSTONE CHAPTER CARLISLE, PENNSYLVANIA

Jim Ogram
906 Stargazers Road
Coatesville, PA 19320
Keystone@FordFalcon.org.
For meeting information, visit our home page at
[https:// FordFalcon.org/](https://FordFalcon.org/)

NORTHEAST CHAPTER RI, CT, MA, VT, NH, ME

Rick Bowes
245 S. Main St.,
Coventry, RI 02816
401-823-1059
falconsprint@aol.com
Meet third Saturday monthly
Check website for location and time.

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Jerry York
2064 Tulip Rd.
Loveland, OH
513-503-0029
jyork@fuse.net
Meetings TBA

ONTARIO CHAPTER ONTARIO, CANADA

Al Inglis, 44 Farnsworth Dr.
Toronto, Ontario, Canada M9N 2Z7
1-416-580-8234
al.inglis@sympatico.ca
Meetings TBA

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Interim Contact:
CHAPTER COORDINATOR
423-243-3525
marywag@epbfi.com

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BAKERSFIELD, CALIFORNIA**

Marcia Simpson
5304 Southshore Drive
Bakersfield, CA 93312
661-619-0677 / 661-587-8539
marcia.simpson@att.net
Meet first Tuesday of the month.
Call for location.

COLUMBIA RIVER CHAPTER

Allen Shade
157 Aiki Road
Woodland, WA 98674
360-225-7403
falconcomet@cni.net
Meet first Thursday monthly, 7:30 PM, Mar–Nov
Benny's Rod & Custom Pizza Café
4219 NE St. Johns Rd., Vancouver, WA

**GOLDEN GATE CHAPTER
BAY AREA, CALIFORNIA**

Ralph Garcia
Redwood City, CA
650-368-2841 / 650-281-3697
ralphsvacs@gmail.com
Meet second Saturday of odd months

**INLAND NORTHWEST CHAPTER
ELLENSBURG, WASHINGTON**

Scott Zimmerman
1010 Saddlerock Dr.
Ellensburg, WA 98926
509-929-3790
gitanesteel@yahoo.com
Meet second Tuesday of even months

**MONTEREY BAY CHAPTER
MONTEREY BAY, CALIFORNIA**

Taj Dufour
120 Via Vinca
Santa Cruz, CA 98060
831-332-9699
Meet second Saturday even months (Feb., April,
June, Aug., Oct., Dec.). For meeting time and
location, email montereybayfalcons@gmail.com.
Please see Facebook page, Monterey Bay
Falcons, for additional information.

**RAINIER FALCONS CHAPTER
SEATTLE, WASHINGTON**

Roger Moore
5523 South Avon Street
Seattle, WA 98178
206-290-3093
rainierfalcons63@gmail.com
Meetings: third Wednesday; bimonthly
Jan–Nov. Go to rainierfalcons.com for
more information.

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Chapter is currently inactive

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SANTA ROSA, CALIFORNIA**

Al Aiello
Santa Rosa, CA
707-867-2770
futura@sbcglobal.net
[https://www.facebook.com/
SonomaCountyFalcons/](https://www.facebook.com/SonomaCountyFalcons/)
Meet first Thursday monthly; 7 PM
Round Table Pizza, 2065 Occidental Rd.
Santa Rosa, CA 95401

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Meet second Sunday, even numbered months,
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REGIONAL DIRECTOR

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540-793-4442
vwilkerson888@aol.com
Meetings TBA

TENNESSEE VALLEY FALCONS CHAPTER

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falconbuff@charter.net
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804-561-0495
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HEART OF TEXAS CHAPTER DALLAS/FORT WORTH

Wally Tirado
214-215-7485
Meet second Saturdays, even months only.

LONE STAR CHAPTER NORTH/EAST TEXAS

Sam Broadway
903-715-2597
Meet third Saturday of even months
at a place to be determined.

SOONER STATE CHAPTER OKLAHOMA CITY, OK

Jordan Mixon
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jordanmixon@hotmail.com
Meet third Saturday monthly.
Call for information.

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FALCONS FOR SALE

1961 Falcon Futura, restored in 1989, two-door, silver interior, red exterior, bucket seats, custom under-dash A/C, five speaker AM/FM stereo, front seat belts, later model 200 ci, six-cylinder, three-speed C4 automatic transmission, 12 volt system, new 13 in. tires. \$9,500. Ken, 512-743-2426, TX. 220710



1964 Sprint Hardtop, Rangoon Red, black interior, four-speed, 302 c.i., tri-power, aluminum heads, comp cam, MSD ignition, dual exhaust, \$22,500. Kenneth, 895-201-9181. Gainesville, MO. 220699

1967 Falcon Futura, four-door, six-cylinder, automatic, runs good. Turquoise with white top. Cracked windshield and wrecked rt. qtr. panel. Have qtr. skin ready for welding in. Re-chromed dash, electronic ignition, new gas tank and tires. Have all A/C parts except for the compressor. Most of the interior looks very good, but needs a headliner and carpet. Have some new door seals and extra parts. \$3,500. Call Dave Miller, 210-573-1531. TX. 220610

PARTS FOR SALE

1962-63 Falcon/Ranchero front bumper \$25. 1960-63 Falcon/Ranchero rear bumper with brackets and license plate light, \$150. Two 13" X 4½" five-lug 4½" bolt circle wheel \$70. 1965 289 crankshaft, \$150; valve covers, \$60. NOS piston and wrist pin C5OE-6108-AF, \$15. 1967 289 distributor, cast number C7OF-12127-B; date 7F30, \$75. 1967 289 exhaust manifolds, \$150. NOS 302 piston and wrist pin C8OZ-6108-A, \$15. 351C 4BL exhaust manifolds, one pair, \$450. 351C A/C bracket D0ZA-2882-C, \$100. 351C engine bracket D0OE-10145-A, \$75. 351C engine bracket D1AA-2A964-AA, \$125. 351C engine bracket D0AE-OAO17-DA, \$75. Lots more 351 Cleveland parts! 390 tri power set up \$2,500. 1966 428 short block with CJ rods cast #C7AE-B \$2,800. 1967 GT 390 motor, \$3,500. 1971 429 CJ four-bolt main short block, \$4,000. 1965 289 Hi Po aluminum water pump: cast #C5AE-8505D, \$400. CARTER fuel pump: cast #3939, date 5H5A, \$350. 1968-70 428 CJ /SCJ parts and 429 CJ parts. Keith Litteken, 314-480-2556 or kslitteken@aol.com. MO. 220810

White headliner for 1962 Falcon Ranchero, brand new, still in box, \$150. Grille for 1962 Falcon Ranchero, needs some massaging, only \$75.00. Pictures upon request. Tony Marchetti, tmarchetti2008@gmail.com. WV. 220707

1960-65 Falcon parts for sale: doors, windows, trunk lids, fenders, chrome, taillights, hinges, heater parts, wheel covers, tailgates, real nice 1965 Mercury Caliente grille. Mercury Comet tailgate for station wagon or Ranchero with extra nice larger chrome, hardtop windows. Willing to sell all of 30-year collection of parts. Bob, 806-683-1246 or 806-683-3550. TX. 220699

Pair of Crites manufacturing 427 Falcon engine mounts (new), \$60. Doug Elliott, 715-723-4295. WI. 220622

Parting '60-'65 Falcons. 15 year collection! Good sheet metal, lots of trim, mechanical parts, etc. Thanx for driving a Falcon! Call Steve, 360-430-0143. WA. 220818

1960-63 Falcon sedan "No-Mar" gas tank guard and NOS stainless steel gas cap, in original packaging, rare accessories, \$275 for the set; '62-63 hood scoops good to excellent used condition, \$75-\$200, 1963 Sprint fender spears (no paint in the center stripe) nice driver quality, \$395/pair. 1963 Futura spears, nice also, \$395. 1963 "deluxe" fender spears, (not Futura) three sets, \$95-\$195 per set; '62-'63 fender top ornaments, restored, \$75-\$100/pair; (two) 1960-61 Comet dash clusters, nice chrome, original and complete, \$195 each; 1963 Comet dash, needs restored but complete, \$100. 1965 Falcon horn rings (three), driver to quality to near mint; \$75-\$150 each; 1963 Comet/Falcon convertible top bows + pump (no header bow) \$495; convertible quarter windows, regulators, trim, hardware; inquire for prices; convertible "belly pan" set up for bucket seats /console, \$295. '63-65 convertible bucket seats, need complete restoration, \$600; '60-65 pedal sets, complete with bracket and hardware, \$195. '60-'65 V8 motor mounts: frame mounts, bolts, "C" brackets and heat shields, \$200, eight-piece set. '63-65 V8 exhaust manifolds, no cracks,

\$180/pair. Five bolt 14" stock Falcon/Fairlane wheels ('63-'67 style), 14"x 5" and one set 14"x 4.5", \$70 each, set of five, \$325; late model ('68-'70) five-lug 14"x 5" & 14"x 6" also for sale \$70 each, \$325 per set. 4 bolt 14"x 5" 1 set of 4, \$280; four-bolt 13" wheels, \$25 each, set of five, \$110. '60-65 Falcon jacks, restorable, \$100/set of four pieces; '60-65 four-door sedan doors, stripped or complete, no rust, \$100-\$200 each; '60-65 Falcon/Ranchero hoods, over 25 to choose from, \$100-\$350 each; '60-65 Station Wagon tailgate cranks w/keys in good used condition, up to NOS, \$250-\$490. 1964-66 Wagon/ Ranchero gas tanks, \$200 each; 1960-62 two-speed electric wiper change-over, a set of: motor, mount, wiper transmission, linkage, bezels, \$250. 1965 two-speed wiper conversion: wiring harness, switch/ bezel motor/bracket, tested and working, \$295. (One) '66-70 trunk lock complete, nice chrome, all attaching parts w/Falcon keys, \$165. '66-67 trunk lid, has a few dings, but solid \$150. '68-70 L/R taillight surround, excellent used condition, \$95. '68-'70 taillight lens, excellent used condition, \$50. 1970½ Falcon/Torino parts: front bumper, excellent used condition, \$200; bumper brackets for the same, \$200; front bumper rock shield, three pieces, needs some work, \$125. L/R front fenders, near perfect, \$300 each; excellent hood \$300. Dash cluster, great shape, \$100. We have a 30+ year collection of Falcon and Comet parts; please call/email with your needs. Email lenkellogg@lpbroadband.net, call 970-593-1964, or visit us at kelloggsgarage.com. CO. 220721

PARTS WANTED

I am looking for bucket seat tracks for my 1965 Falcon. Doug Elliott, 715-723-4295. WI. 220622

Idler pulley C3AZ 8678-B. Fits '63-64 Ford, Fairlane, and Falcon with factory air and 221, 260, or 289 V8s. Back of pulley could be marked C0AE 8A618-A. Base approximately 2 13/16" x 3 13/16", approximately center mount. Contact Jim Elliott at 225-343-6900 or jim_celliot@bellsouth.net. Baton Rouge, LA. 220799

289 Hi Po San Jose built four-speed radiator, top tank is stamped: C4ZE W-MO
G2 2-65.

3939-S fuel pump, I am looking for February 1965 date code. My car was built on March 24th, 1965 at the San Jose, CA plant. Carburetors for FE engines: part numbers on air horn C8AF-AD, C8OF-AB and C8OF-AA; also D0OF-S for 385 series engine. FE distributors: part numbers on housing C8OF-D, C8OF-F, C8OF-H, C8AF-AD, C7OF-F, C7OF-G, C7OZ-D, C2SF-B; also a distributor with C9ZF-12127-D for 385 series engine. The parts must be in excellent condition either used or NOS. Keith Litteken 6274 Rocky Grove, Cedar Hill, MO 63016 314-480-2556 or kslitteken@aol.com. 220810

MISCELLANEOUS WANTED

I am looking for a Ford Falcon promo dealer's model of a 1963 Ford Falcon Futura convertible in light blue, which was my daughters high school and college car in the 1980s. If you can help in my search, please contact me at Lonna@Heffingtonandassociates.com. 220924

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August 19–20, 2022

Northeast Regional

Warwick, Rhode Island

Hosted by the Northeast Chapter

September 23-25, 2022

Keystone Regional

Bethel, Pennsylvania

Hosted by the Keystone Chapter

<https://fordfalcon.org/events/2022-keystone-regional/>

September 30 – October 1, 2022

Founders Chapter Regional

Hot Springs, Arkansas

Hosted by Founders Chapter

October 14–15, 2022

Carolina's Chapter 14th Regional Falcon Meet

Kannapolis, North Carolina

Hosted by Carolina's Chapter

April 15, 2023

Le Bon Temps Regional

Prairieville, Louisiana

Hosted by Le Bon Temps Chapter

July 13–15, 2023

2023 National Meet

Overland Park, Kansas

More to come...

If you'd like for your event to be included in our Calendar of Events and on the FCA website, please send your upcoming FCA event's date and location information to editor@falconclub.com and admin@falconclub.com.

**Northeast Chapter
Falcon CLUB OF AMERICA**

**PRESENTS THE 23rd ANNUAL
REGIONAL FALCON MEET**

*August 19 & 20, 2022 at the Crowne Plaza Hotel
801 Greenwich Ave., Warwick, RI 02886*

Meet and Banquet Registration Form

Name: _____ Spouse/Guest: _____

Address: _____ City: _____

State: _____ Zip: _____ Phone: (____) _____

Falcon Registration Information

Vehicle Year: _____ Model: _____ Body Style: _____

Color: _____ Engine: _____ Stock: _____ Lt. Mod. _____ Modified _____

Falcon Registration Fee: \$20.00

1 @ \$ _____

or Special Daily Driver Class: \$15.00

1 @ \$ _____

Banquet: Saturday August 20, 2022 at 6:00 pm _____ @ \$40.00 \$ _____.

Stuffed Boneless Chicken Breast # _____ Baked Scrod # _____

VENDOR SPACE FEE: \$20.00

1 @ \$ _____

T-Shirts: Sm. _____ Med. _____ Lg. _____ X-Lg. _____ XX-Lg. _____

Sm., Med., Lg., X-Lg., \$20.00 each XX-Lg. \$22.00 each \$ _____

Total Falcon Registration, T-shirts & Banquet Amount: \$ _____

*For Hotel registrations call the Crowne Plaza Hotel at 401-732-6000 Group Code **FAL**
Room rates are \$135.00 plus tax per night guaranteed until July 19, 2022
You must mention Falcon Club Show when making your reservations.*

*Send this form and remittance payable to: **Northeast Chapter FCA,**
c/o Cristine Bowes, 552 Franklin Road, Coventry, RI 02816*

For more information, contact Cristine Bowes at (401) 529-2622 or falconsprint@aol.com

WAIVER OF LIABILITY

I agree not to hold the Northeast Chapter, the Falcon Club of America, or the Crowne Plaza Hotel responsible for losses, damages, or injuries while at this Convention.

Print Name

Sign Name



The *Falcon* Club of America
Presents
The Keystone Chapter 20th Regional Meet
41 Diner Rd, Bethel PA 19507



Bethel, Pennsylvania September 23 – 24, 2022

Name _____ Spouse/Guest _____

Address _____ Email Address _____

City _____ State _____ Zip _____

Phone # (____) _____ FCA # _____ Local Chapter(s) _____

Location: **Quality Inn**, Bethel PA \$80.00 + tax per night 717-933-8888 717-933-9845
(Mention: The *Falcon* Club Room Block for special room rate in effect until August 24th)

Falcons:

Categories:	Pure Stock	Light Modified	Heavy Modified	Rough Driver			
Body styles:	Sedan	Hardtop	Convertible	Sports Coupe	Ranchero	Station Wagon	Sedan Delivery
Models:	Standard	Deluxe	Futura	Sprint	Squire		

Car #1: Year _____ Category _____ Body Style _____

Model _____ Number of Doors _____ Color _____

Car #2: Year _____ Category _____ Body Style _____

Model _____ Number of Doors _____ Color _____

First Car:	Before August 24 th	\$22.00
	After August 24 th	\$27.00 _____

Additional Cars:	Before August 24 th	\$15.00
	After August 24 th	\$20.00 _____

Without a Car:	(Anytime)	\$10.00 _____
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Swap Space: (10 x 20) \$20.00 (1 **FREE** to Non-Commercial FCA members) _____

Banquet: _____ Adult @ \$25.00 _____ Child (11 and under) @ \$12.00 (2 & under free) _____

Keystone 2022 T-Shirts: _____ M _____ L _____ XL \$22.00 each _____

_____ 2X \$24.00 each _____

Keystone 2022 Hats: _____ \$15.00 each _____

Check payable to Keystone Chapter Grand Total _____

Send to: Virginia Servas, P. O. Box 10, Center Valley PA 18034-0010

Website: www.FordFalcon.org

Liability release must be signed to complete registration. It is understood that neither the Keystone Chapter of FCA nor The *Falcon* Club of America assume any responsibility for loss or damage to vehicle(s) or property during this event.

Signature _____ Date _____

Carolina's Chapter 14th Regional Falcon Meet

Show - October 14th-15th



Name _____ Spouse/Guest _____
 (last) (first) (last) (first)

Address _____ City _____

State _____ Zip _____ Phone _____

Chapter _____ FCA# _____ Email _____

Entrant releases the FCA, Carolina Chapter, Sam's Club, &
 Holiday Inn Express from all Liability.



Signature _____

CATEGORIES:	Stock	Modified	Lite Modified	Masters	All Ford
Car (s)	19 _____	Model _____		Category _____	
	19 _____	Model _____		Category _____	
	19 _____	Model _____		Category _____	

Remittance

First Vehicle	@ \$20
Second Vehicle	@ \$15
No Vehicle	@ \$15
Swap Spaces	Qty _____

Totals

\$ _____
\$ _____
\$ _____
FREE

(ALL VEHICLES MUST BE FORD POWERED TO BE IN SHOW)

Meet T-Shirt	S _____ M _____ L _____ XL _____	@ \$25	\$ _____
	XXL _____ XXXL _____	@ \$28	\$ _____

Awards Banquet	Qty Adult _____	@ \$15	\$ _____
Bar-B-Que	Kids Under 10 eat FREE		

Total Cost \$ _____

*****Early Bird Redistration Give Away Prize Must Register before July 1st, 2022*****

(2 FREE NIGHTS at Host Hotel or Check for \$150.00)

Make Checks Payable to: **Carolina's Chapter, FCA**

Mail Registration to: **James Baxter**
1192 Mirror Lake Rd
Lincolnton, NC 28092

Show Info: **Regional Meet Chairman**
James Baxter: 704-736-1920
info@baxtersigns.com

Holiday Inn Express & Suites

2491 Wonder Drive
 (Exit 60, I-85)
 Kannapolis, NC
 704-743-1080

Room Rate: \$84 plus tax

***Mention Falcon Club Show
 for Special Rate